GENERAL NEWS

A Pittston special to the Philadelphia Times says: The wonderful escape from their living tomb of the four miners whose rescue from the cave-in portion of the Northwest mine at Carbondale recalls a similar occurrence that took place in the same town in the first days of anthracite coal mining. The men who first opened the Northwest mine were James and John Hosle, and, by a strange coincidence, their father, John Hosie, one of the pioneer operators of the anthracite region, was the princi-pal actor in it. Mr. Hosse, who died at pal actor in it. Mr. Hoste, who died at Scranton some ten years ago, was widely known throughout the coal regions, from Carbondale to Pottsville, as a man of the most quiet and retiring disposition, but of indomitable will and magnificent courage, that were splendidly demonstrated by his escape unsided from the caved-in recesses of a mine located but a short the scane of last the Northwest colliery, the scene of last week's resone. Mr. Hosie was assistant superintendent of the Delaware and Hudson Canal company's mines at Carbondale, and on Jan. 12, 1846, early in the morning, went into what was known as the No. 2 mine, at the request of a fellow superintendent, to examine the workings, which were showing signs o a 'squeeze," the technical terms for an impending cave-in of the overlaying rock strata. He had reached a point two miles distant from the mouth o the tunnel when, stepping aside to allow the passage of a loaded ear on its way out remained after it had gone by in the position which he had taken, waiting for the noise of the receding car to die out in order to detect, if possible, the grackling noises that are wont to precede and foretell to exper ienced miners the coming caving in o coal workings. As he stood alongside of the track with his back against the pillar of coal that formed the side of the gangway, there came a sudden and fierce rush of air, and like a huge missile hurled from a mighty gun a loaded car from back in the remote working shot by him, a roaring, crashing sound as if the mountains were being hurled down for a second filled the air, and then Mr. Hosie found himself in the darkness of the blackest night, a prisoner surrounded by heaving and groaning rocks that threatened every instant to close down upon him, and to crush the breath of life from his body.

Pressed between the fallen rocks and the bottom of the gangway, there was scarcely room left for his prostrate body. About forty acres of the over-hanging rocks and earth had caved in, imprisoning with him fifteen others none of whom never again saw the ligh of day, the concussion of the fall kill-ing them. Mr. Hosie, however, es-caped instant death by the refuse coal which is ordinarily left on the bottom of the mine. As it was he was pressed between the fallen rocks and the bottom of the mine, with scarcely enough space for his prostrate body. In utter darkness, with nothing but his bare hands to work with, for twenty-four hours, every one of which seemed an age, he dag for his life, throwing behind him as he advanced the fallen debris and refuse coal upon which the fallen mass rested. His fingers were worn to the bone and bore the marks of his thrilling experience until the day of his death. At length he reached a place where he could stand up only to find, however, he was still inside the fall. He next attempted to reach an air shaft, but failed. It finally occurred to him that by fol lowing the break in the overhanging rock made next to the line of solid coal. he might work his way to the main entrance. Following up this thought he finally, after being literally buried in this living tomb for seventy-two hours, effected his escape. He had been given up for dead, as it was known he had stepped aside for the first car, to pass, and had spoken to the mule driver as he was passing along just previous to the fall. As he emerged from his tomb he met a party of miners, before reaching the entrance, who had entered the mine for the purpose of digging for his body. Instead, they found a pretty live corpse in the person of Mr. Hosie himself approaching them. The news of his escape sent a thrill of joy throughout the country, and it would be impossible for pen to describe the feelings of the young wife who two months before had begun married life with him, who had given her husband up for lost, when the glad tidings of his deliverance were borne to her.

The New York Commercial Advertiser speaks in favorable terms of the following two Delaware, Lackawanna and Western officials who have many friends in Scranton: "William Sloan, the general freight agent of the Delaware, Lackswanns and Western, resembles his distinguished father, Samuel Sloan, president of the com-pany, in many respects. He has been well trained for the duties of the office, and displays the same conservatism and business instinct as his venerable sire. He is still young, and those who are in a position to know predict for him a brilliant career. W. F. Holwill makes but little noise, but makes his presence felt for all that. As the general passenger agent of the Delaware, Laskawanna and Western road his duties are very important, and he fills the bill to the satisfaction of the officers of his road, as well as the public. Previous to his road becoming a trunk line his work was merely of a routine character, but he has kept pace with its development with remarkable skill and has surprised everybody by his complete mastery of the duties of his

MINOR INDUSTRIAL NOTES:

Edward H. Hohl, of Mauch Chunk, has been appointed official inspector of watches and clocks for the Lehigh Valley railroad. Mr. Hohl is a son of George Hohl, of Eas-

Reports from the Pettebone mine state that the repairs to the mines are nearly completed and coal will probably be hoisted in a short time. They have had a dear experience with fire and water.

John Williams, who was superintendent for the Newport Coal company, at Lee, went to Luzerne borough on Friday, of last week, where he has accepted the po-sition of mine foreman for the Raub com-

The Advance Coal Company has sold its breaker, near Avondale, to Reynolds & Moyer of Kingston. A number of repairs have been made in and about the breaker, which has been idle for some time. It will resume operations this week and it is ex-pected that 300 tons of coal will be cleaned daily. The superintendent is George Schoonover.

After many experiments the Reading Railroad company has commenced the use of bituminous coal in many of it engines. The change was resorted to on the score of economy. Two large iron barrows of bituminous coal to one of anthracite were used one day last week. It is also contended that the fire boxes in the engines selected for the burning of bituminous coal are small and well adapted for the new system of raising steam.

FINANCIAL AND COMMERCIAL

NEW YORK, Oct. 8.—The tendency of prices at the opening of the Stock Exchange was upward, but the improvement was checked by liberal offerings of American sugar. The stock was sold all day long change was upward, but the improvement was checked by liberal offerings of American sugar. The stock was sold all day long and at the close the price touched S1½, against S6 early in the day. This is the lowest point reached since the current bear movement in the stock was inaugurated. The sales were 71,100 shares in a grand total for the entire list of 165,538 shares. The selling was based on the poor condition of the market for the refined product, and the reports of cutting of prices at the west. Distilling and cattle feeding fell from 10½ to 9½. Chicago Gas fell from 7½ to 73½, ex-dividend of 1½ per cent. Cordage preferred declined 1½ to 24. The heaviness of American Sugar had an adverse influence on the railway list, and the Grangers were also attacked by the bears. The issues declined ½ to 1½ per cent. Rock Island leading. Rumors of difficulties, blizzards in the northwest, etc., were used against these stocks. Reading was weak and fell two points. The proposed reorganization is not gaining many friends here or abroad. The market in the closing dealings was heavy at about the lowest prices of the day. Natchanges show losses

8	A. T. & S. F		971	0	974
ıf	Can. 80	****	****	****	****
n	Chespeake & Ohio	4117	7554	7314	78.2
	Chic. Gus Chic & N. W	tout	104	10316	103%
g	CRAO	7414	7414	7814	7814
1	C., B. & Q C., C. C. & St. L	3934	3944	3944	2012
f	C. M. & St. Paul	6234	6234	6216	6257
0	Chicago, R. I. & Pac.	004	80%	5934	5999
a	D. & H. D., L. & W	****	21105	2000	12222
	D., L. & W	16814	1684	16814	16814
8	D. & C. F	1054	1014	19	9
•	G. E. Co	2014	3813	3814	3814
ц	lis. Cent	9052	13046	13646	136%
	L. & N	5434	5444	5434	5436
è	Manbattan	11536		11434	11596
20 H	Mich. Cent.				
	Mo. Pac	2846	2894	28	28
f	Nat. Cordage	18	13	1234	1234
е	Nat. Lead.	****	2433	1000	
e	New Jersey Cent	***	32.46		+22**
f	N. Y. Central	100	100	100	100
	N. Y. & N. E N. Y., L. E. & W	30	31	30	31
d	N. I., L. E. & W	4144	****	****	****
-	N. Y., S. & W., pr	45	45	45	45
đ	North Pac	416	41.6	416	134
8	North Pac. pr O. & W.	1934	1994	1817	1816
i	O. & W	16%	1659	1614	1614
i	Phil. & Reading	20)	20	18%	1946
	Rich & W. P	1899	1896	1816	1816
d	T., C. & 1	100.0	946	1/56	1934
3	Texas Pac	1057	1296	1212	1216
8	Union Pacific Wabash	14.78	7.75.74	1478	14.78
i	Wabash pr		****	****	
25/11	Western Union	8914	8916	8816	8934
7					
0	CHICAGO BOARI				
		Open-	High-	Low-	
Ш	WITTEAM	ing.	est.	est.	ıng
a i	WHEAT.	258932	60	5874	5814
3	Dec	5412		5334	5494
202411	Oct	0474	D178	0074	
8	A A TOD				
•	May	3454	3454	3376	3434
١, ا	Dec	30%	3034	3034	3054
	May		244	****	24
i	May	5194	5125	5034	51
•	Dec	4959		4939	49%
	Jan	2.40	7 42	7 95	F 195
-	Oct	7 40	7 61	7 35 7 62	7 62
1	WWW	1,100		E 1, 50 M	1 99

...... 12 70 12 92 12 67 12 67 12 75 12 75 12 75 12 75 Scranton Wholesale Market. SCRANTON, Oct. 8. —FRUIT AND PRODUCE
—Dried apples per pound, 6% a7c.: evaporated apples, 10a11c, per pound; Turkish
prunes, 5a5½c.; Engiish currants, 2a2½c.;
layer raisins, \$1.75a1.80; muscatels, \$1.00a
1.40 per box; new Valencias, 6a7c. per
pound.

PORK

Denns — Marrow-fats, \$2.80 per bushel; mediums, \$1.70a1.75. PEAS—Green, \$1.15a1.20 per bushel; split, \$2.50a2.60; lentels, 5 to 8c, per pound. POTATOES—65 to 70c, per bushel, ONIONS—Bushel, 70 to 75c, BUTTER—17c, to 23c, per lb.

BUTTER-17c. to 23c. per lb. CHEESE-9all3cc. per pound. EGGS-Fresh, 19a20c.

EGGS-Fresh, 19a90c.

MEATS-Hams, 12½c.; small hams, 13c.; skinned hams, 14c.; California hams, 9c.; shoulders, 8½c.; bellies, 10½c.; smoked breakfast bacon, 12½c.

SMOKED BEEF-Outsides, 13½c.; sets, 15c.; insides and knuckles, 16½c. Acme sliced smoked beef, 1 pound cans, \$2.45 dozen.

dozen.
PORK-Mess at \$17; short cut, \$18. LARD-Leaf in tierces 10%; in tubs 5-pound pails, 11%c. per pound; 8-pound pails, 11%c. per pound; 8-pound pails, 11%c. per pound; compound lard—tierces, 7%c.; tubs, 8c.; 10-pound pails, 8%c. per pound; 5-pound pails, 8%c. per pound; 3-pound pails, 8%c. per pound. FLOUR-Minnesota patent, per barrel, 84.00a4.20; Ohio and Indiana amber, at \$8,25; Graham at \$8,25; rye flour, at \$8,00.

Frep-Mixed, per cwt., at \$1.25. GRAIN-Rye, 65e.; corn, 66 to 68e.; oats, 28 to 45e. per bushel. RYE STRAW-Per ton, \$12a14. HAY-\$14.50a16.

New York Produce Market.

New York Froduce market.

New York Cot. 8. — FLOUR — Easy; freely offered; winter wheat, low igrades, \$1.85a2.40; do fair to fancy, \$2.40a2.80; do patents, \$2.65a3.10; Minnesona clear, \$2.25a 2.50 do straight, \$3.00a 3.40; do patents, \$3.40a370; low extras, \$1.35a2.40; city mills, \$3.95a2.25; do patents, \$3.40a375;

No. 2 Feath, October, 55%c.; Morember, 56%c.; December, 57%c.; March, 60%c.; May 62%c.

CORN—Dull and lower, with options; closing firm; No. 2, 57%c.; elevator, 57%a 58c. afloat; options closed weak at %a%c. advance on October and November and unchanged to ½c, down on others, with trading fair; May and December most active; October, 57%c.; November, 57%c.; December, 57%c.; November, 57%c.; December, 54%; March, 54%c.; May, 54%c. OATS—Dull, firmer; options dull, steady; unchanged to ½c. up; October, 38c.; November, 83%c.; December, 34%c.; May, 37%c.; No. 2 white, November, 37%c.; spot prices—No. 2, 33c.; No. 2 white, 36%c; mixed western, 33%a34%c.; No. 2 Chicago, 34c.; No. 3, 32%c.; No. 3 white, 35%c; mixed western, 33%a34%c.; white do. and white state, 36337%c.

BEEF—Quiet; dried beef, dull; city extra India mess, \$16.59.

BEEF—Quiet; dried beef, dull; city extra
India mess, \$16.50,
LARD—Quiet, closed easy; western steam,
closed at \$8 nominal, sales none; city,
7%c.; option sales none; October closed
\$8.00 nominal; January closed \$7.80 nominal; refined, quiet; continent, \$8.40;
South America \$8.75; compound, 6%a6%c.
PORK—Dull, unchanged; mess \$14.75a
15.50; extra prime, \$14.
BUTTER—Quiet, lower; state dairy,
14a23c.; do. creamery, 18a25c.; Pennsylvania do., 18a25c.; western dairy,
18a17c.; do. creamery, 15a25c.; do. factory, 12a15%c; elgins, 25c; imitation creamery, 14a19c; June creamery, 20a22%c.
CHEKER—Moderate demand, firm; state
large, 8a10%c; do fancy white, 10a%a

CHERRE—Moderate demand, firm; state large, 8s10%c; do fancy white, 10a%a 10%c; do. colored, 10%ac; do. small, 8%a 11c; part skims, 4s8c.; full skims, 3s3%%c. EGGS—Dull and easy; state and Pennsylvania, 19a20c; ice house, 15a16%c; western fresh, 17a19a; do per case \$2.25a 4.25; limed, 10%c.

Philadelphia Tallow Market. PHILADELPHIA, Oct. 8.—Tallow is 'dull and weak. We quote: city, prime, in hogsheade, 4%c.; country, prime, in barrels, 4%c.; country dark, in barrels, 4%c.; cakes, 5c.; grease, 4c.

THE Success which Hood's Sarsaparille has had in freeing old and young from af-flictions caused by impure blood is really

Hood's Pills are purely vegetable and do not purge, pain or gripe. Sold by all druggists,

The world is always interested in the cure of consumption; yet its prevention is of far more importance. Dr. Wood's Norway Pine Syrup is guaranteed to cure coughs and colds. Sold by all dealers on a guarantee of satisfaction.

WHALING WEAPONS

THE OLD SPEAR HAS BEEN SUC-CEEDED BY SURER MISSILES.

A Combination Dart and Powerful Bomb That Generally Raises a Commotion in the Interior of the Biggest Whale Encountered-How It Works.

disgorged by the whaler of today are the weapons with which the blubber hunters slay the leviathans of the deep. Whalers cause of all of them. who keep pace with the times use neither the old harpoon nor the heavy bomb throwing gun that succeeded it. A combination of both enters into the latter day weapon, and its use requires such muscle, nerve and accurate judgment that something of the glory and emoluments of the ancient harpooner are once more attached to the

successful boat header.

Two weapons are employed in killing.
Whalers call the first one a "darting gun." It is a queer looking contrivance, mounted on a wooden shaft from eight to ten feet long, and bearing more resemblance to a clumsy three tined fork, with the tines of unequal size and length, than anything else. The central tine is the gun, and the others are respectively the harpoon and the trigger. But the harpoon is not called a harpoon; it is a "toggle iron," a slender iron pike some 2% feet in length, with a loop near the butt to which the whale line proper is made fast. Half a dozen inches from the point a hinge is set in by a rivet. When closed for penetrating this hinge presents a sharp, cutting edge and a grad-ual slope that offers no impediment to the iron's movement through the blubber.

The slightest resistance from the rear such as a pull on the line, opens this hinge or toggle joint to right angles, and the lower end of the hinge presents a broad concave surface that holds the iron from being withdrawn save by tearing a path out through the flesh equal to the length of the hinge-some five inches. This iron penetrates much deeper than any other portion of the "gun," and by it the whale is held in leash and followed in event the bomb fails to do its work.

The central tine of the huge fork is the gun proper, and a queer looking gun it is. A copper cylinder an inch to an inch and a half in dispose form for looking gun it is. a half in diameter firmly fastened to a little square metal box on the end of the shaft is all that is visible of the mechanism, and there is nothing to suggest gun about either cylinder or box. There is little door set in the box, however, and when that is opened a lock and trigger are disclosed, which connect with the third Large Medium and tine. On the inside of the box the trigger fires an ounce of powder in the butt of the cylinder, and this propels the bomb from the mouth of the cylinder at the same time that it ignites a five second fuse leading to

the chamber of the bomb.

The bomb looks more like a brass railroad spike without a head than an imple ment of destruction. It is slightly larger than a railroad spike, however, and is charged with tonite. It is usually strong enough to create a fatal commotion in the interior of the largest whale afloat.

An understanding of the simple method

of the cumbersome affair is not a matter of difficulty. The bow is the location of the whaler who plays the part of the harpooner of old. His object is to bury his ponderous weapon just back of the fin. Twenty-five feet is considered a long cast, but there are a few much sought after giants who can add ten feet to this distance without losing anything of their accuracy of aim. The keen toggle iron, pushed by the weight of the other hamper, penetrates the soft blub-ber to a depth of four or five feet before it releases itself from the loose rings used to

hold it to the head of the wooden shaft. The "gun's" penetration amounts to just sufficient to steady it before the third tine or trigger performs its part. This trigger is a blunt iron rod of just sufficient length to come in violent contact, end on with the whale's hide when the copper cylinder serving as a gun barrel is directed fairly against the target. The pressure on the rod touches off the trigger; this explodes the powder charge, and the powder charge speeds the bomb after the toggle iron into the whale's vitals, the five second fuse burning as it is dragged through the outlying blubber.

The damage up to date is trifling, speak ing from a whale's standpoint, but when that explosion of tonite occurs in his inner consciousness it is usually sufficient to put any thoughts of future existence out of his head. Not always, though. The bomb may not go near a vital spot or the fuse may not ignite the tonite, and there is an anxious minute or two while the monster goes below, impelled by the shock of his wounds. If he comes up in a "flurry," as whalemen call the death agony, well and good, but if there is an intelligent vigor in his movements, betokening a desire for revenge or escape, there is another bomb waiting for him. This one is from a 24pound gun, for which the head killer in the bow has exchanged his darting gun. The latter, by the way, is all recovered but the bomb. The powder charge rids it of the bomb and the toggle iron and the gun and the trigger remain fixed to the wood-en shaft, which is connected with the boat

by a few fathoms of light line. The real whale line is fast to the toggle iron, buried deep in the monster's fat, and it goes whirring out of its tub to such limitless lengths that there is no possibility of the whale's dragging the boat down with him. It is a light line, but tough, and a whale could tow a boat around by it all

day without fear of its breaking. The guns reserved for the finishing bomb are of two patterns. One is an extremely heavy affair, bordering on being a young cannon, and is mounted on a swivel in the bow, while the other is a large edition of the cutoff shotgun, with a cushion of rubber in the stock to save the shoulder of the man who fires it. The bombs are of the same character as those used in the hand propelled darting gun, but are larger and more symmetrical in shape, and are feathered with rubber, arrow fashion, to insure their voyaging end on.

A bomb costs about \$1.75 loaded, and the whaleman doesn't care if it takes half a dozen of them to kill if they only get the bowhead. The bowhead's jaw contains 1,250 pounds of bone on the average, so that there is a profit over the cost of an extra bomb or two, especially when bone is in demand at six dollars per pound.—San Francisco Examiner.

A Fin de Siecle Crowd. Visitor (at poorhouse)-Where did that fine looking pauper come from? Superintendent-The city. He owns the

St. Fashion flats.

"My goodness! Why is he here?

"He charges such high rents that they have been empty since the second year."
"Hum! He seems to be on familiar footing with a good many of the other pau-

"Yes; they are the people who were his tenants the first year."—New York Weekly. The Very Best Kind of Pills.

A story is told that Thackeray left on the mantelplece of an indigent and invalid friend a little round box full of sovereigns, with the inscription, "These pills are to be taken when required." It was a plagia-rism from Goldsmith perhaps, but you can-not be wrong if you imitate good things. We should never be tired of plagiarizing from the good samaritan.-Exchange.

Young people ought to be solemn sometimes, but not too solemn, and they ought to be patient and hopeful always, but not to the exclusion of a proper degree of discontent and of eagerness to improve both themselves and their surroundings.

biliousness, bilious headache, dyspepsia, heartburn, torpid liver, dizziness, sick head-

ache, bad taste in the mouth, coated tongue, loss of appetite, sallow skin, when caused Not the least interesting of the articles by constipation; and constipation is the most frequent

Book free; pills 25c. At drugstores, or write B.F. Allen Co.,365 Canal St., New York.

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Manufactured at the Wapwallopen Mills, Lu serne county Pa., and at Wil-mington, Delaware.

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20, Burr building, Washington avenue.

HENRY M. SEELY Law offices in Price building, 126 Washington avenue. FRANK T. OKELL, Attorney at Law. Room 5, Coal Exchange, Scranton, Pa. MILTON W. LOWRY, Att'ys, 237 Washing C. H. VON STORCH, ton av., C. H. square JAMES W. OAKFORD, Attorney at Law rooms 63, 64 and 65, Commonwealth bTg. SAMUEL W. EDGAR, Attorney at Law Office, 317 Spruce st., Scranton, Pa. [A. WATRES, Attorney at Law, 42] Lackawanna auc., Scranton, Pa.

P. SMITH, Counsellor at Law, Office rooms 54, 55, 56 Commonwealth building C. R. PITCHER, Attorney at Law, Com-. COMEGYS, 321 Spruce st. D. B. REPLOGLE, Attorney-Loans nego tiated on real estate security, 68 Spruce-B. F. KILLAM, Attorney-at-Law, 120 Wy-oming avenue, Scranton.

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BAUER'S ORCHESTRA — MUSIC FOR balls, picnics, parties, receptions, weddings and concert work furnished. For terms address R. J. Bauer, conductor, 117 Wyoming ave., over Hulbert's music store. HORTON D. SWARTS - WHOLESALE lumber, Price building. Scranton, Pa. MEGARGEE BROTHERS, PRINTERS supplies, envelopes, paper bags, twins. Warehouse, 130 Washington ave. Scranton,

HURSES AND CARRIAGES FOR SALE
D, L. POOTE, Agent FRANK P. BROWN & CO., WHOLE sale dealers in Woodware, Cordage and oli Cloth, 729 W. Lackawanna avenue.

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LAGER BEER BREWERY

Manufacturers of the Celebrated PILSENER

LAGER

CAPACITY 100,000 Bbls. Per Annum,

A Handsome Complexion Is one of the greatest charms a woman ca

AMUSEMENTS.

PROFESSIONAL ACADEMY OF MUSIC. WEDNESDAY, OCT. 10. THE COMEDIAN,

Mr. Sidney Drew In his inimitable impersonation of COL. MULBERRY SELLERS he Gilded Age

Presented by a Strong Cast. Sale of seats opens Monday, Oct. 8.

ACADEMY OF MUSIC THURSDAY, OCT. 11.

The Great Laughing Success, the Bright and Breezy Comedy. Charley's Aunt

By BRANDON THOMAS, Management of
CHARLES FROHMAN. A large and
Successful Record in the large cities

N WYORK 350 NIGHTS BOSTON 203 CHICAGO 100 Presented here with an exceptionally strong ast. Sale of Seats opens Tuesday, Oct. 9.

A CADEMY OF MUSIC. ONE NIGHT ONLY. FRIDAY, OCT. 12. DE MILLE AND BELASCO'S GREAT PLAY,

MEN AND WOMEN

UNDER THE DIRECTION OF GUSTAVE FROHMAN INTERPRETED BY A FIRST-CLASS COMPAN Sale of Seats will open at the box offle Wednesday, Oct. 10, at 9 a. m.

MAY 13, 1894.

Train leaves Scranton for Philadelphia and New York via D. & H. R. at 7,45 a.m., 12,05, 2,88 and 11,38 p. m. via D. L. & W. R. R., 6,00, 8,08,11,20 a.m., and 1,30 p. m.

Leave Scranton for Pittston and Wilkes-Barre via D., L. & W. R. R., 6,00, 8,08,11,20 a.m., and 1,30 p. m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V., 6,40 a.m., via D. & H. R. at 7,45 a.m., 12,05, 238, 4 0 p.m., via D. & H. R. R. at 7,45 a.m., 12,05, 238, 11,20 a.m., 1,30, 3,50 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R., 7,45 a.m., 12,05, 2,38, 11,39 p.m., via D. L. & W. R. R., 6,00, 8,08, 11,20 a.m., 280 p.m.

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 8,45 a.m., 12,05 a.m., 130 p. m.

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 8,55 a.m., 12,05 a.m., 130 p. m.

Leave Scranton for Tomberton, 130 p. m.

Leave Scranton for Rochester, Buffalo, Ni-agara Fella, Detroit, Chicago and all points west via D. & H. R. R., 8,55 a.m., 12,05, 15, 11, 34 p. m., via D. L. & W. R. R., 8,05 a.m., 12,00, 21, 51, 11, 34 p. m., via D. L. & W. R. R., 8,08 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,08 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,08 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,08 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,08 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,08 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,08 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,08 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,05 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,05 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,05 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,05 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,05 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,05 a.m., 12,03,6,05 p. m., via D. L. & W. R. R., 8,05 a.m., 12,03

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.
Trains leave Scranton as follows: Express for New York and all points East. 1.40, 2.93 5.15, 8.00 and 9.55 a. m.; 12.55 and 8.59 p. m.
Express for Easton. Trenton. Philadelphia and the South, 5.15, 8.00 and 9.55 a. m.; 12.55 and 3.59 p. m.
Washington and way stations, 3.55 p. m.
Tobyhanna accommodation, 6.10 p. m.
Express for Binghamton, Oswego, Elmfra, Corning, Bath. Dansville, Mount Morris and Buffalo, 12.10, 2.15 a. m. and 1.24 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.
Bath accommodation, 9 a. m.
Binghamton and way stations, 12.37 p. m.
Nicnol on accommodation, at 4 p. m. and

10 p. m. Binghamton and Elmira Express, 6.05 p. m. Express for Cortland, Syracuse, Oswego, Utica and Richfield Springs, 2.15 a. m. and 1.39 Utica and Richfield Springs, 2.15 a. m. and 1.39 p. m.

Ithaca, 2.15 and Bath 9 a. m. and 1.24 p. m.

For Northumberland, Pittston, Wilkes-Barra, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South.

Northumberland and intermediate stations, 600, 2.55 a. m. and 1.29 and 6.07 p. m.

Nanticose and intermediate stations, 8.35 and 11.29 a. m. Plymouth and intermediate stations, 3.50 and 8.51 p. m.

Pullman parlor and sleeping coaches on all express trains.

express trains.
For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket office, 328 Lackswanna avenue, or depot ticket office.

ERIE AND WYOMING VALLEY RAIL
Trains leave Scranton for New York and in
termediate points on the Erie railroad at 6.35
a. m. and 3.24 p. m. Also for Honesdale.
Hawley and local points at 6.35, 9.45 a. m., and Hawley and local points at 0.33, 9.45 a.m., and 3.24 p.m.

All the above are through trains to and from Honesdale.

An additional train leaves Scranton for Lake Ariel at 5.10 p.m. and arrives at Scranton from the Lake at 7.45 p.m.

Trains leave for Wilkes-Barre at 6.49 a. m. and 3.41 p. m.



SCRANTON DIVISION. In Effect Sept. 16th, 1894. South Bound. North Bound.

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610 10 55 83 Pleasant Mt. Uniondale Forset City Carbondale White Bridge Mayfield Jermyn Archibald 6 35 11 18 8 557 Archibald 7 40 3 51 5 5 6 52 17 115 8 54 Winton 7 43 3 50 5 5 6 6 25 11 11 8 50 Peckville 7 48 3 50 5 5 6 6 25 11 07 8 44 Olyphant 7 52 4 04 6 0 6 6 19 11 03 8 39 Throop 7 55 4 10 6 10 6 13 17057 8 33 Providence 8 00 4 14 6 11 6 13 17057 8 33 Park Place 8 00 4 14 6 14 6 16 10 10 55 8 30 Scranton 8 05 4 20 6 30 F M A M A M Leave Arrive A M P M P M All trains run daily except Sunday.

f. signifies that trains stop on signal for particular particular for part

sengers.
Secure rates via Ontario & Western before purchasing tickets and save money. Day and Night Express to the West.

J. C. Anderson, Gen. Pass. Agt.
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FOR SALE STOCK AND ALL FARM ING UTENSILS, NEAR LAKE ARIEL, INQUIRE OF J. M. SHEFFIELD,

AMUSEMENTS.

THE FROTHINGHAM Tuesday oct. 9 and 10 Matines 230 Wedn'sdy Rice's Surprise Party

| Scenery, Calciums! | Electric Effects! Gorgeous OWN Costumes:

Curtain rises at 8 o'clock sharp, each night; 2 30 at matines. Prices, \$1,50, \$1.00, 75c. and 50c.; Gallery, 25c. Eale of Seats commences Saturday at 9 a. m.

ONE GRAND NIGHT OF MUSIC

The Prize Winners' Gigantic Musical Festival

A Monster Reproduction of the aurel Hill Park Festival On an Elaborate Scale at

The Frothingham, THURS | OCT. 11, | ONLY NIGHT

THE MENDELSSOHN SOCIETY, MRS. THOMAS' FEMALE PARTY THE UNITED CATHOLIC CHOIR,
THE DRUID GLEE CLUB,
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THE CHILDREN'S CHORUS,
60 VOICES
Grand Double Quartette—Quartette—
Duet, Solo Singers. NELLIE CHANDLER'S BOSTON LA-DIES'S YMPHONY ORCHESTRA

Secure your seats at box office. Prices \$1.00, 75c., 50c., and 25c.

SPECIAL NOTICE—Owing to the extended length of the programme, concert will commence at sharp 8 o'clock,

THE FROTHINGHAM SATURDAY MATINEE AND NIGHT, OCT. 13, QUEEN

COMEDIES

UNDER THE DIRECTION OF Mr. Gustave Frohma 400 NIGHTS IN LONDON

100 NIGHTS IN NEW YORK FUN, LAUGHTER, MERRIMENT.

Sale of Seats Thursday morning. Regular Prices

Davis' Theater.

Monday, Tuesday and Wednesday October 8, 9 and 10, THE EMINENT ACTRESS,

MISS LISLE In Her Celebrated Comedy Success Entitled

By Henry Hamilton, author of "Harvest,"
"Moths," "A Shadow's Sceptre,"
"The Royal Oak," etc.

ADMISSION, 10, 20 OR 30 CENTS Two Perfermances Daily at 2 30 and 8.15 p.m.

CENTRAL RAILROAD OF N. J. LEHIGH AND SUSQUEHANNA DIVISION Anthracite coal used exclusively, insuring cleanliness and comfort.

TIME TABLE IN REFECT MAY 20, 1894. TIME TABLE IN EFFECT MAY 20, 1894.

Trains leave Scranton for Pittston, WilkesParre, etc., at 8.20, 9.15, 11.30 a.m., 12.50, 2.00,
2.50, 5.00, 7.25, 11.05 p. m. Sundays, 9.00 a.m.,
1.00, 2.15, 7.10 p. m.

For Atlantic City, 8.20 a.m.

For New York, Newark and Elizabeth, 8.29
(express) a.m., 12.30 (express) with Buffet
parlor car), 2.30 (express) p. m. Sunday, 2.15
n.m. parior Car), 6.00 (CALPAS) P. M.
FOR MAUCH CHUNK, ALLENTOWN, BETHLE-HEM, EASTON and PHILADELPHIA, 8.20 a. m., 12.50, 3.30, 5.00 (except Philadelphia) p. m. Sunday, 2.15 p. m. FOR LONG BRANCH, OCEAN GROVE, etc., at 8.70 a. m., 12.50 p. m. FOR Reading, Lebanon and Harrisburg, via Allentown, 8.30 a. m., 12.50, 5.00, p.m. Sunday, 2.15 n. m. Allentown, 8:30 a. m., 12:30, 6.00, p.m.

For Pottsville, 8:20 a. m., 12:50 p. m.

For Pottsville, 8:20 a. m., 12:50 p. m.

Returning, leave New York, foot of Liberty street. North river, at al.0 (express) a. m., 1.10, 1.30, 4:30 (express with Buffer parlor car) p. m. Sunday, 4:30 a. m.

Leave Philadelphia, Reading Terminal, 3:00 a. m., 2:00 and 4:30 p. m. Sunday, 6:27 a. m.

Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN,

Gen. Pass. Agent.

J. H. OLHAUSEN. Gen. Supt.

DELAWARE AND HUD-DELAWARE AND HUDSON RAILROAD.

Commencing Monday, July 30, all trains will strive and depart from the new Lack awanns avenue station as follows:

Trains will leave Scranton station for Carbondale and intermediate points at 2.30, 5.45, 7.50, 8.25 and 10.19 a.m., 12.00, 2.30, 3.55, 5.15, 6.15, 7.25, 9.16 and 11.30 p.m.

For Farview, Waymart and Honesdale at 1.00, 8.25 and 10.10 a.m., 12.00, 2.30 and 5.15 p.m.

For Albany, Saratoga, the Adrondacks and Montreal at 5.45 a.m. and 2.20 p.m.

For Wilkes-Barre and intermediate points at 7.45, 8.45, 9.38 and 10.45 a.m., 12.05, 1.20, 2.38, 4.09, 5.10, 6.05, 8.15 and 11.35 p.m.

Trains will arrive at Scranton Station from Carbondale and intermediate points at 7.40, 8.40, 2.41 and 10.40 a.m., 12.00, 117, 2.38, 3.40, 4.54, 5.55, 7.45, 9.11 and 11.33 p.m.

From Honesdale, Waymart and Farview at 1.54 and 11.33 p.m.

From Montreal, Saratoga, Albany, etc., at 34 and 11.39 p.m.

From Wilkes-Barre and intermediate points at 2.15, 8.04, 10.05 and 11.65 a.m., 116, 2.14, 3.39, 5.10, 4,05, 7.29, 9.03 and 11.16 p.m.